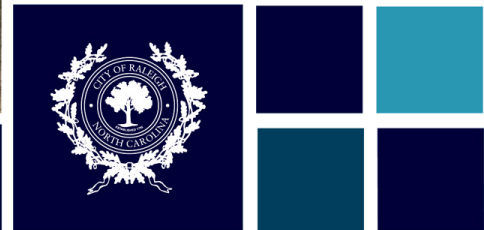
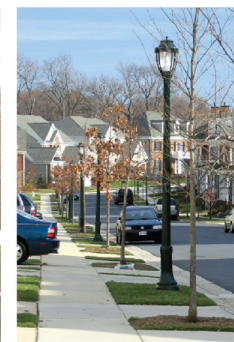


2030 Comprehensive Plan Update



Our Agenda

1. Process update
2. Key data points and trends
3. Findings from the public process
4. Recommendations for the update
5. Open house

Three Phase Scope of Work

1. Due diligence

- Updated Data book & Policy Audit

2. Outreach and In-reach

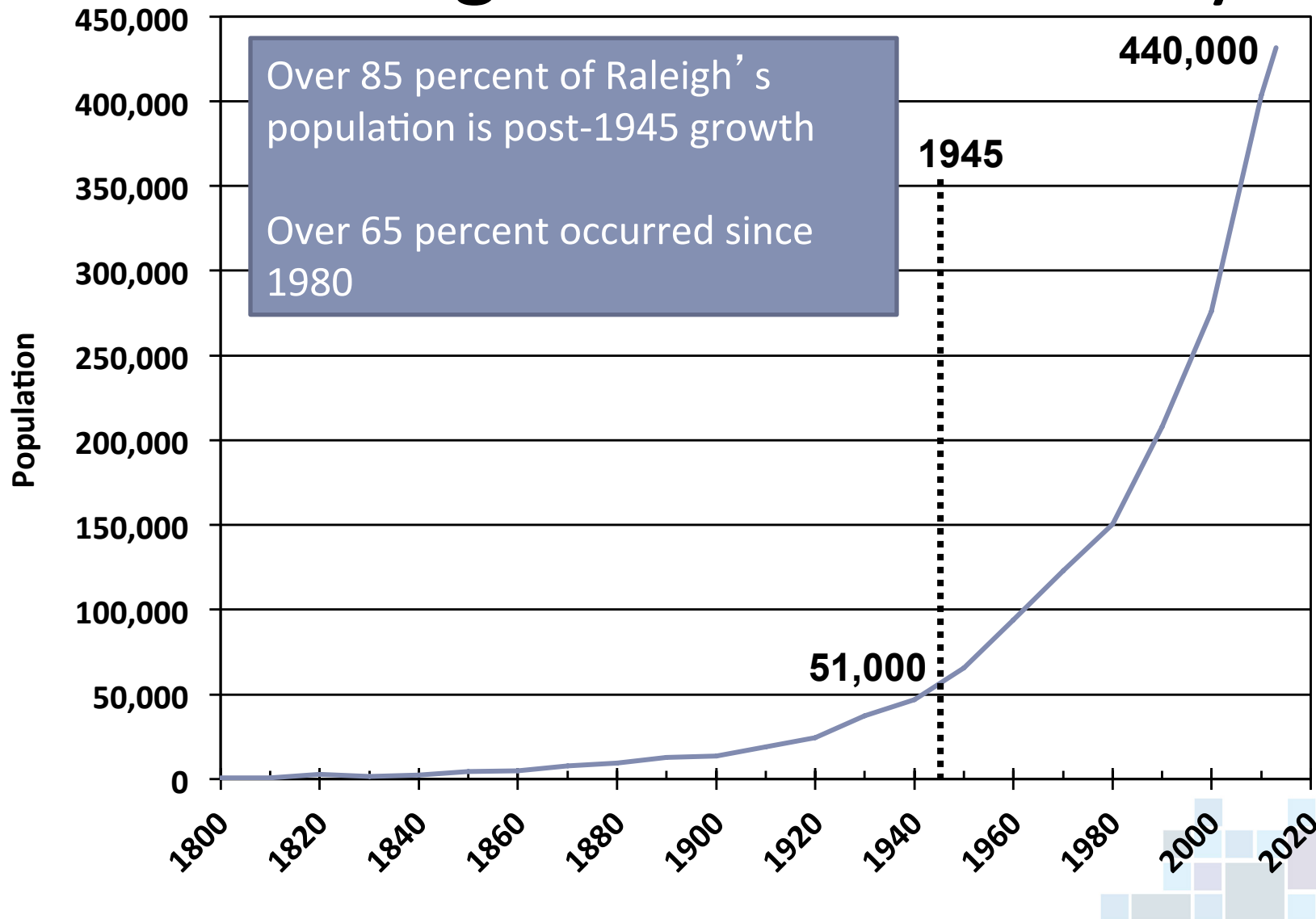
- Boards & Commissions
- Departmental Focus Groups
- Public Workshops & On-line Engagement

3. Plan Drafting

- Recommendations White Paper
- Public Open House
- Draft Plan

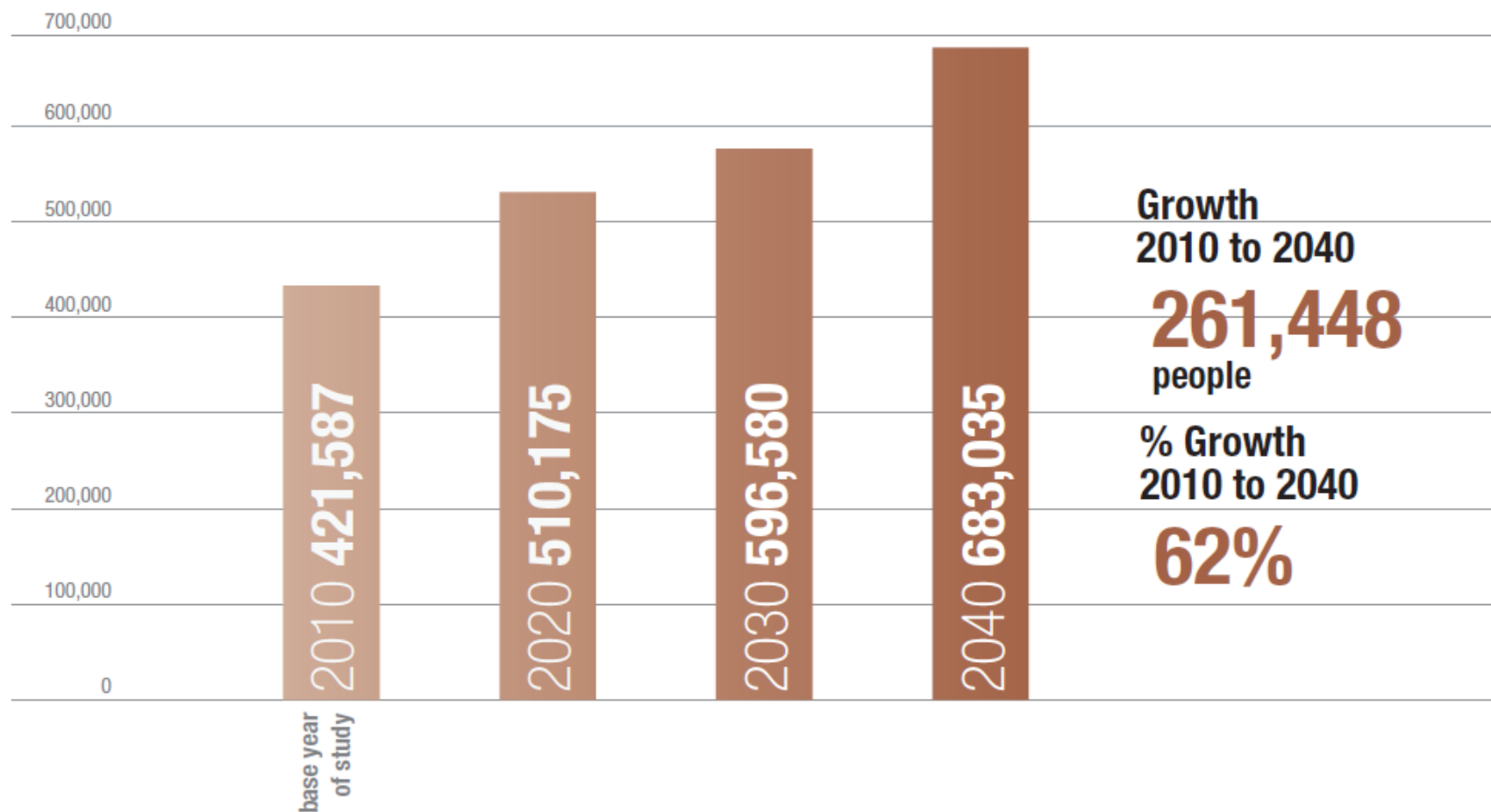


Raleigh is a Post-War City

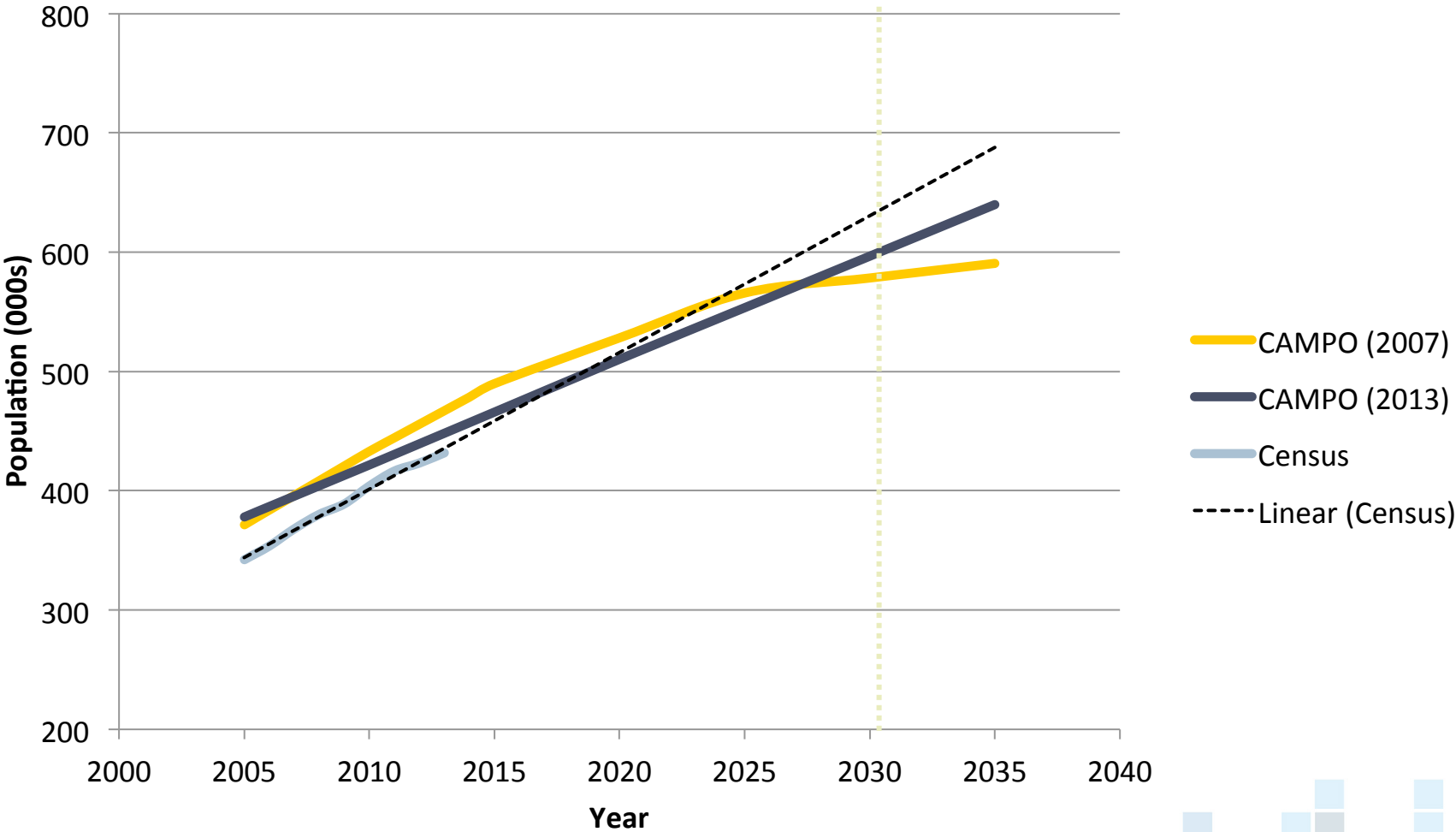


Projected Population Growth

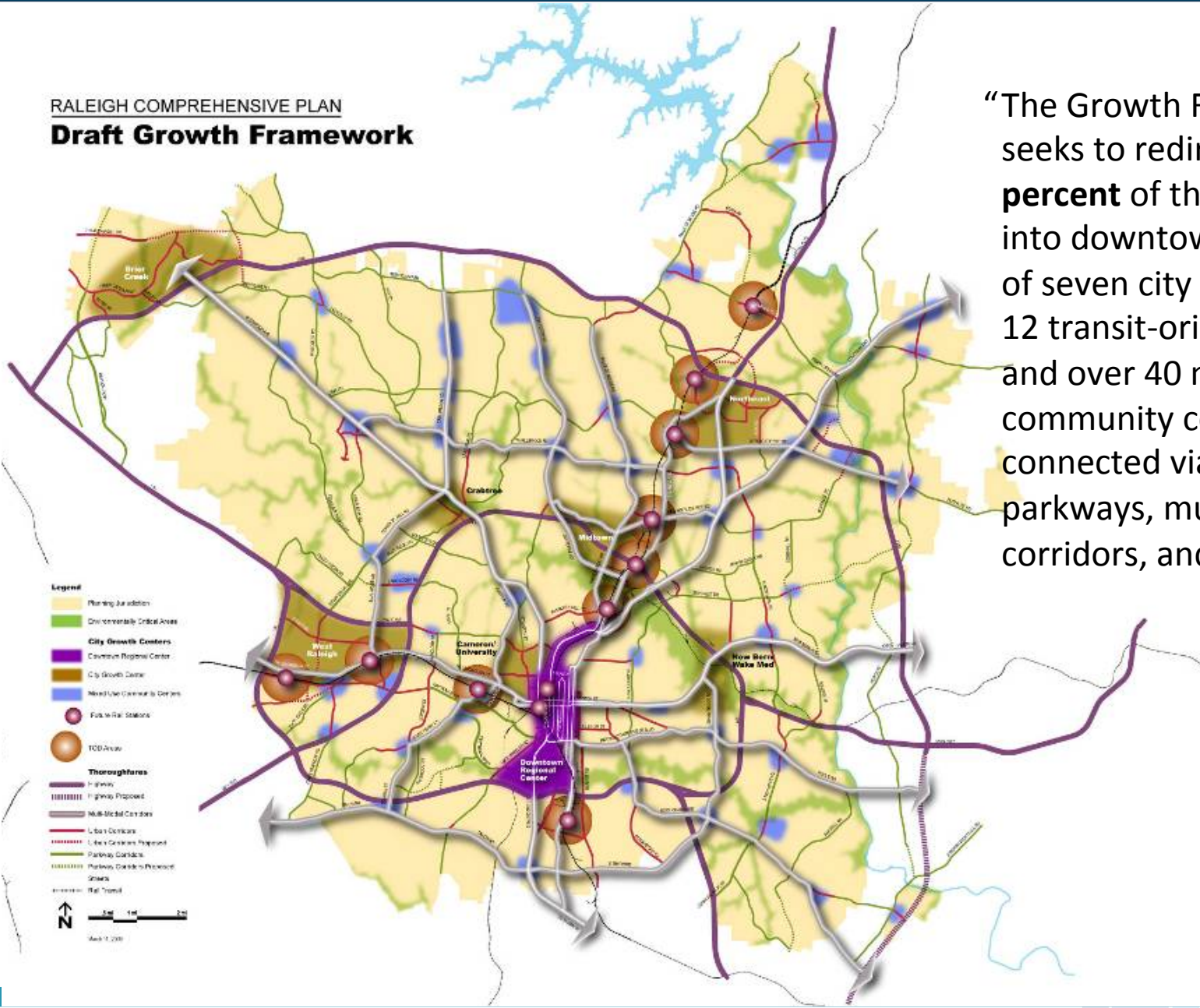
Raleigh Planning Area* Population Projections — 2010 to 2040



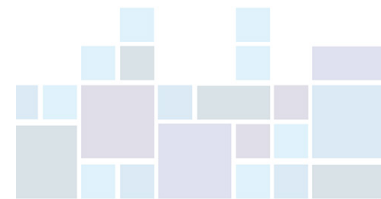
Population Projection Comparisons



RALEIGH COMPREHENSIVE PLAN
Draft Growth Framework



“The Growth Framework Map seeks to redirect a full **60 percent** of this future growth into downtown and a series of seven city growth centers, 12 transit-oriented centers, and over 40 mixed-use community centers, connected via a network of parkways, multimodal corridors, and urban streets.”

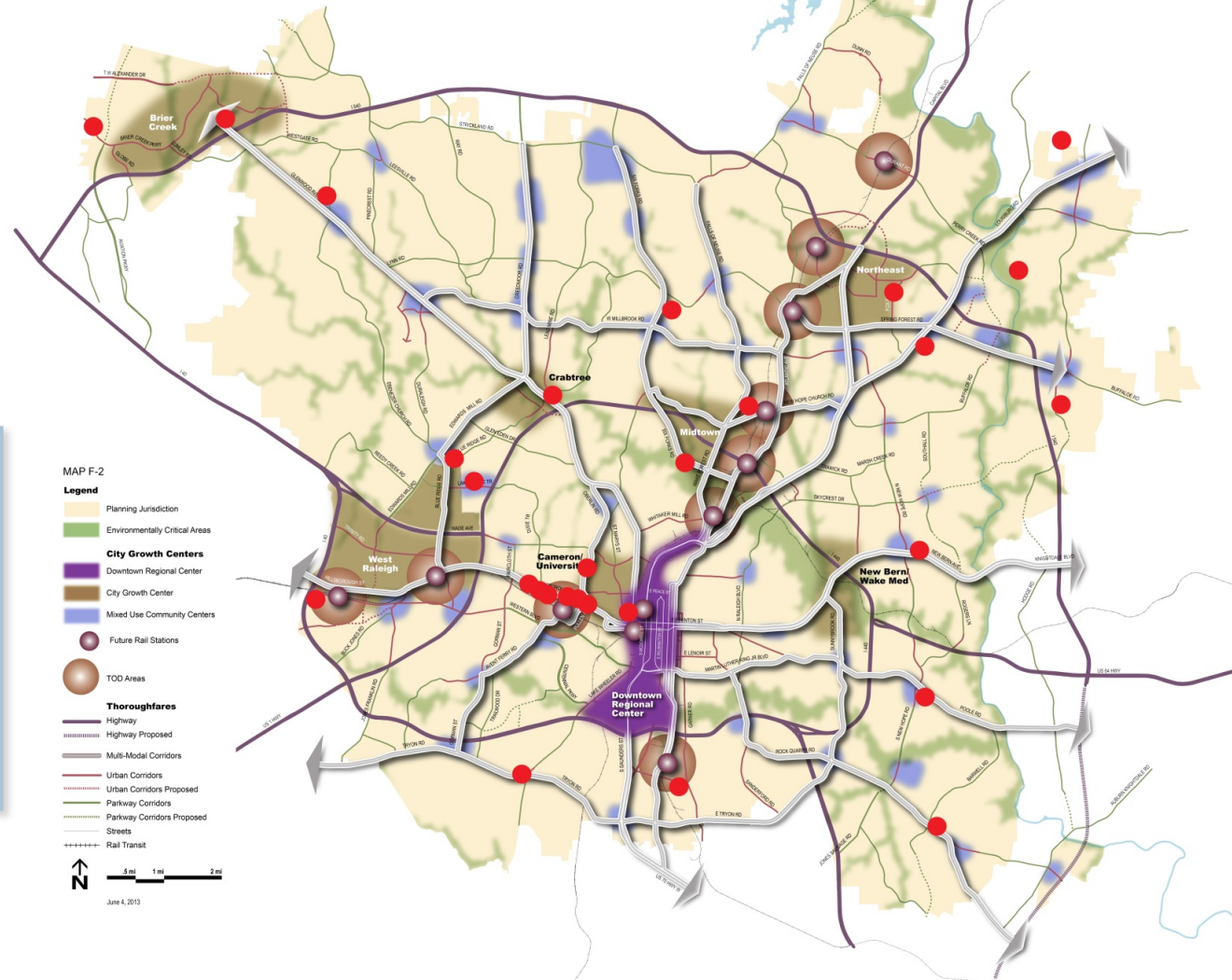


Where is Growth Occurring?

RALEIGH COMPREHENSIVE PLAN

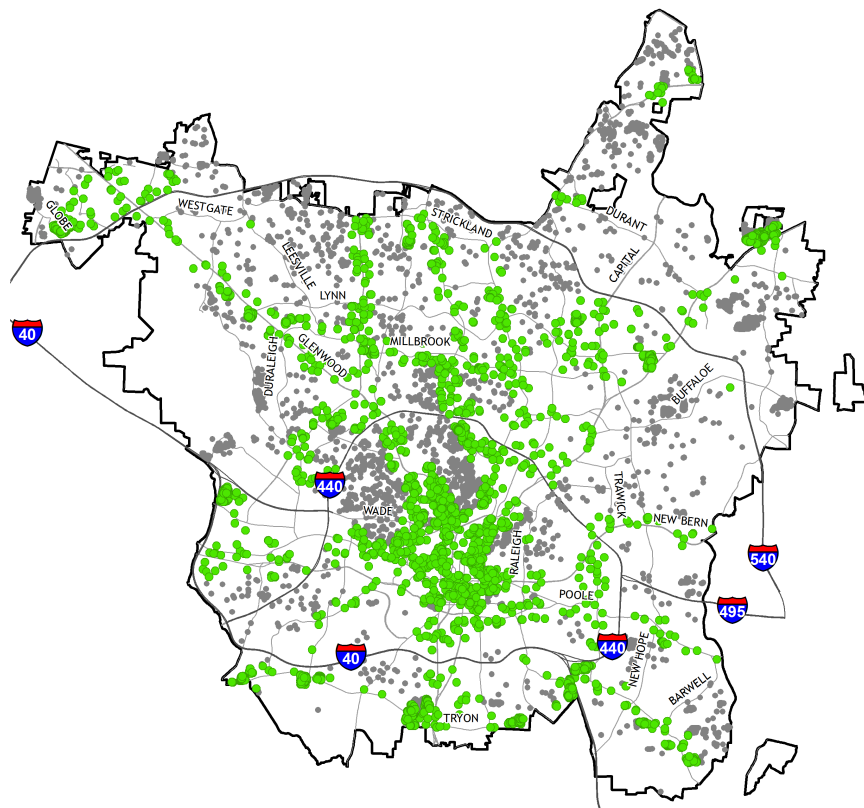
Growth Framework

79% with 1/4-mile of growth areas
(22 of 28 rezoning cases)



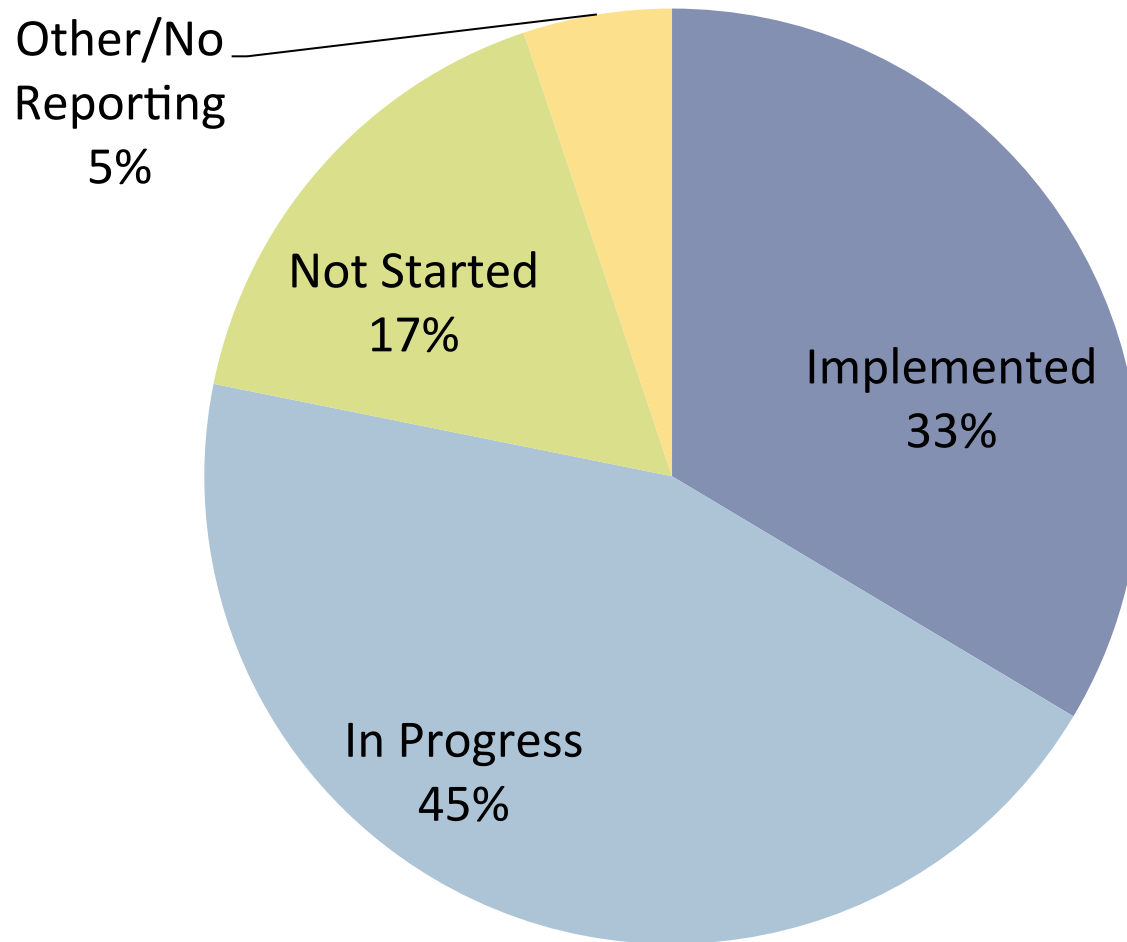
Permits Since November 2009

Permit Activity	Citywide	Growth Areas	Percent
Dwelling Units	20,885	14,078	67%
Value	\$4.06 billion	\$2,59 billion	64%



Since the adoption of the 2030 Comprehensive Plan, development patterns have met the growth goal of 60 percent occurring in designated growth areas.

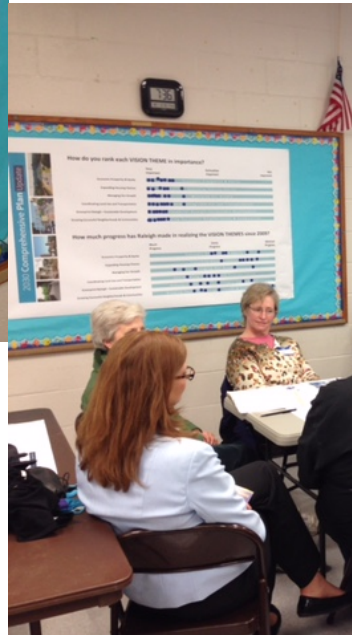
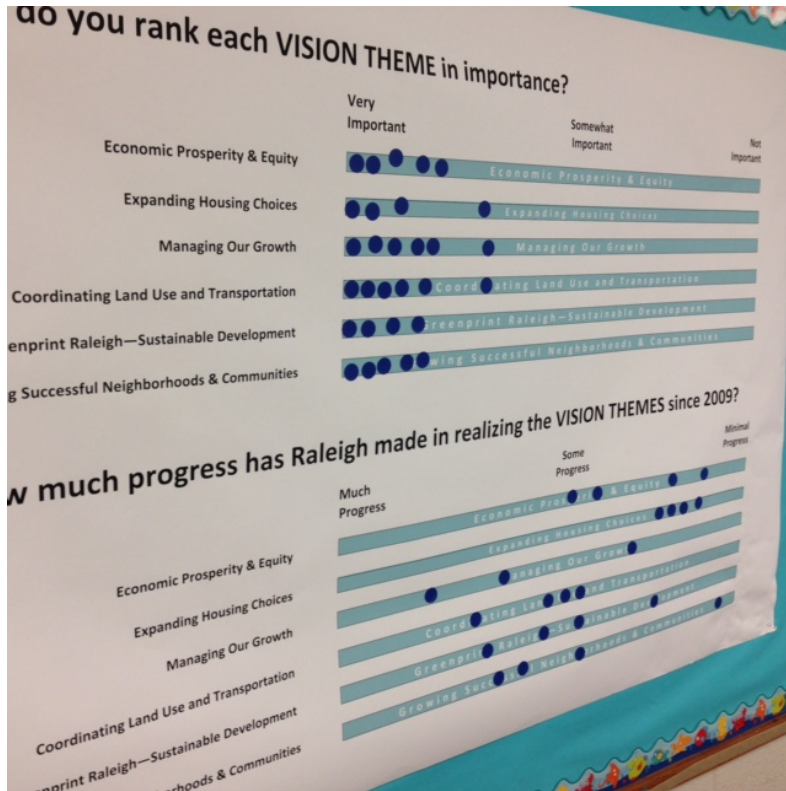
Action Item Progress, 2010 – 2014



Total Action Items
Remaining in Plan = 362



Public Workshops



Public Workshop Themes

- Sustainable, transit-accessible development
- Increased affordability throughout Raleigh
- Resiliency reflected in policies on transportation, infrastructure, local food, and neighborhood conservation
- Watershed protection and environmental quality
- Great urban design
- Communication & transparency



Goals for the Update

- Respond to the latest trends
- Integrate recent planning initiatives, including the Strategic Plan
- Incorporate new & emerging best practices
- Refresh stale policies & actions

10 Significant Changes

1. Graphic redesign
2. Key Policies
3. Height & Transitions
4. Transit Plan
5. Resiliency
6. Affordable Housing
7. Water Supply
8. Local Food Systems
9. Downtown Element
10. Area Plans

1. Redesign

- Streamline and modernize the document for print & online display
- Renumber pages for easier updating

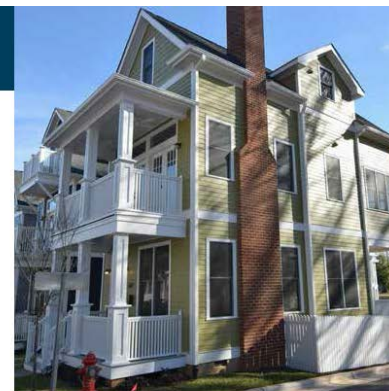
1.1 Purpose of the Comprehensive Plan

Legal Basis, Role, and Content

Although the State's zoning enabling statute establishes that "zoning regulations shall be made in accordance with a comprehensive plan," North Carolina's cities are not required by state law to prepare a comprehensive land use plan, and the nature of such a plan is not defined by statute. However, Raleigh has a long history of using a comprehensive planning document to establish policies that respond to the requirements and aspirations of the City's residents, and accordingly influence social, economic, and physical development. Past comprehensive plans have been used to promote economic growth and jobs and guide private and public investment. To achieve its vision for the future, Raleigh needs a revised and updated Plan that will promote sustainability, while maintaining and enhancing the natural and architectural assets of the City, and promoting the social and economic welfare of its residents.

History of Planning in Raleigh

Raleigh has a tradition of developing comprehensive plans dating back to 1913. The City's last plan, adopted in 1989 and subsequently amended, is 20 years old. Much has changed in that time, with the most significant change being the rate at which the City's land area has grown, exceeding the rate of population growth. Since 1980, the City's population has more than doubled from approximately 150,000 to nearly 390,000, and the City's land area has almost tripled in size from approximately 55 to 140 square miles. This 2030 Comprehensive Plan strives to ensure that green and sustainable principles such as improved transit and transportation, the coordination of land use and infrastructure, the conservation of existing neighborhoods and thoughtful development of new



communities, and the renaissance and growth of downtown, are incorporated into the City's plans and actions for the next twenty years.

Relationship to the 1989 Comprehensive Plan

The 1989 Comprehensive Plan introduced new tools to manage and shape growth, including Urban Form elements, various guidelines, and Small Area Plans. However, the 1989 Plan grew cumbersome over time, as numerous amendments and additions added length and complexity. The Plan's framework, focused heavily on the specific issues of suburban commercial corridors, did not adequately address new growth challenges. Area-specific plans grew to account for two-thirds of the plan's length, containing very detailed guidance for specific areas while the citywide policies remained far more general. Given its age and these considerations, the City decided the 1989 Plan no longer met the present and future challenges facing the City. In addition, the 1989 Plan did not articulate a set of priorities or specific actions that were to be undertaken to implement its recommendations.

As part of this comprehensive planning process, a "policy audit" of Raleigh's long-range plans, including the 1989 Comprehensive Plan and related Area Plans, District Plans, Corridor Plans, and System



Introduction

major roadway, and by protecting and preserving significant stands of existing trees along or adjacent to major roadways. (3, 4, 5) *See also C.6: 'Tree Canopy Conservation and Growth' in Element C: 'Environmental Protection'.*

Develop special gateway design treatment for focus areas, such as the three crossings of the Neuse River: Capital Boulevard, Louisburg Road, and New Bern Avenue.

Policy UD 1.9

Skyline Views

Views of the evolving downtown skyline from downtown gateway corridors should be preserved. Public and private investments should take advantage of opportunities to create new skyline views. (3, 4)

Action UD 1.3

U.S. 401 Corridor

Preserve and protect the visual resources associated with the historic, residential, and rural atmosphere of the U.S. 401 corridor through the use of tools such as frontage standards.

Policy UD 1.9 Skyline Views

Views of the evolving downtown skyline from downtown gateway corridors should be preserved. Public and private investments should take advantage of opportunities to create new skyline views. (3, 4)

Action UD 1.5 New Bern Avenue Planting Guidelines

Use tree types and planting locations on New Bern Avenue that avoid obscuring the view of the Capitol.

Policy UD 1.10

Frontage

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form. *See the text box on the Urban Form Map in the Overview section for more guidance.* (3,4,6)

Action UD 1.4

Gateway Design in Focus Areas

Develop special gateway design treatment for focus areas, such as the three crossings of the Neuse River: Capital Boulevard, Louisburg Road, and New Bern Avenue.

Policy UD 1.10 Frontage

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form. *See the text box on the Urban Form Map in the Overview section for more guidance.* (3,4,6)

Action UD 1.6 Using Zoning to Achieve Design Goals

Explore zoning and other regulatory techniques to promote excellence in the design of new buildings and public spaces.

Action UD 1.1

Downtown Wayfinding Improvements

Implement the recommendations of the Downtown Raleigh Wayfinding Study, and expand its scope to incorporate other mixed-use areas in the City.

Action UD 1.5

New Bern Avenue Planting Guidelines

Use tree types and planting locations on New Bern Avenue that avoid obscuring the view of the Capitol.

Action UD 1.1 Wayfinding Improvements

Explore and coordinate wayfinding strategies for mixed use areas in the City to enhance identity and wayfinding.

Action UD 1.2

Falls of Neuse Corridor

Maintain and protect the character of the Falls of Neuse corridor adjacent to the Falls Lake watershed north of Durant Road by preserving the extensive roadside vegetation, the Falls Lake dam, and Falls Community.

Action UD 1.6

Using Zoning to Achieve Design Goals

Explore zoning and other regulatory techniques to promote excellence in the design of new buildings and public spaces.

Action UD 1.2 Falls of Neuse Corridor

Maintain and protect the character of the Falls of Neuse corridor adjacent to the Falls Lake watershed north of Durant Road by preserving the extensive roadside vegetation, the Falls Lake dam, and Falls Community.

1.4.2 Design of Mixed-Use Developments

Walkable mixed-use developments are critical to the future of Raleigh and cities around the world. They are efficient in terms of land use and urban service delivery. They encourage the use of mass transit and help in the preservation of open space.

They create active and vibrant urban spaces. By encouraging new mixed-use neighborhoods to also be mixed-income neighborhoods, the City can ensure that low- and moderate- income residents have equal access to all the advantages and opportunities of urban living.

Good urban design helps promote and implement the ideals of mixed-use neighborhoods. Residential uses should be connected to retail uses and transit through safe and attractive sidewalks that are universally accessible. Shared open spaces should be welcoming, well-lit, and equipped to serve a diverse group of users. Transit stops should function efficiently and

Action UD 1.3 U.S. 401 Corridor

Preserve and protect the visual resources associated with the historic, residential, and rural atmosphere of the U.S. 401 corridor through the use of tools such as frontage standards.

Action UD 1.4 Gateway Design in Focus Areas

1.2 Design of Mixed-Use Developments

Walkable mixed-use developments are critical to the future of Raleigh and cities around the world. They are efficient in terms of land use and urban service delivery. They encourage the use of mass transit and help in the preservation of open space.

2. Highlighting Key Policies

- Key Policies are relevant to determining zoning consistency
- Projects violating one or more key policies may be found inconsistent

Policy LU 10.4

Siting of Regional Retail

Regional retail uses—including big box, power centers, and regional malls—should be located where access is available from at least two roadways providing a minimum of four-lanes each. Access should be obtained from both roadways. (3, 4)



2. Highlighting Key Policies

Source of Changes

Public Workshops	✓
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Strategic Plan	✓
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Other plans	
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Departmental input	✓
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Emerging trends	✓
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Best practices	
----------------	--

Policy LU 10.4

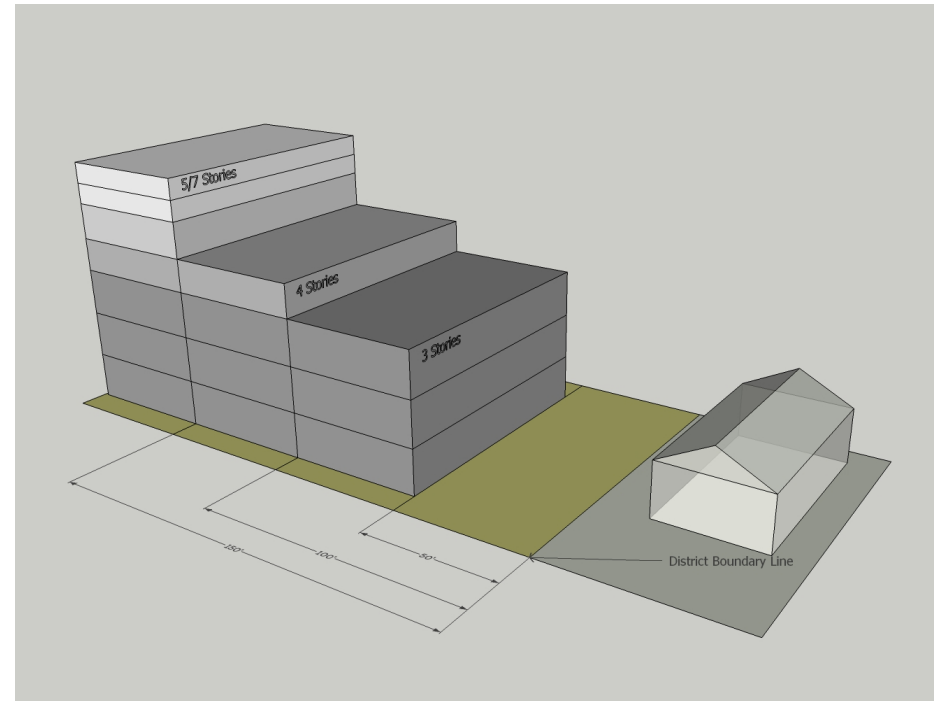
Siting of Regional Retail

Regional retail uses—including big box, power centers, and regional malls—should be located where access is available from at least two roadways providing a minimum of four-lanes each. Access should be obtained from both roadways. (3, 4)



3. Height & Transitions

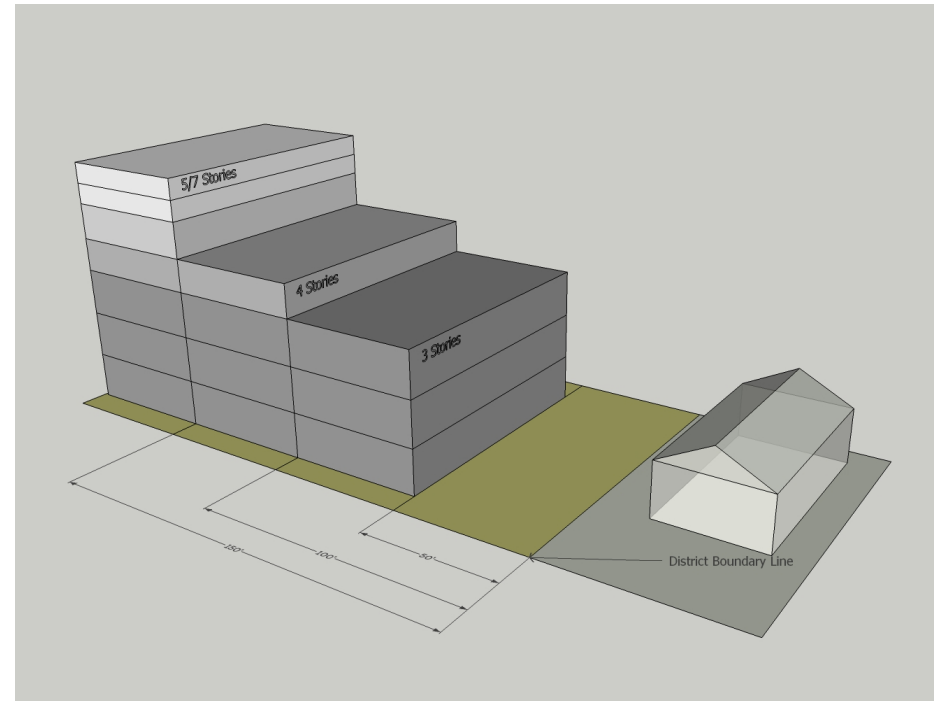
- Resolve conflict between Edge & Transit locations in favor of General + transition
- Add additional transition policies to expand on UDO transitions



3. Height & Transitions

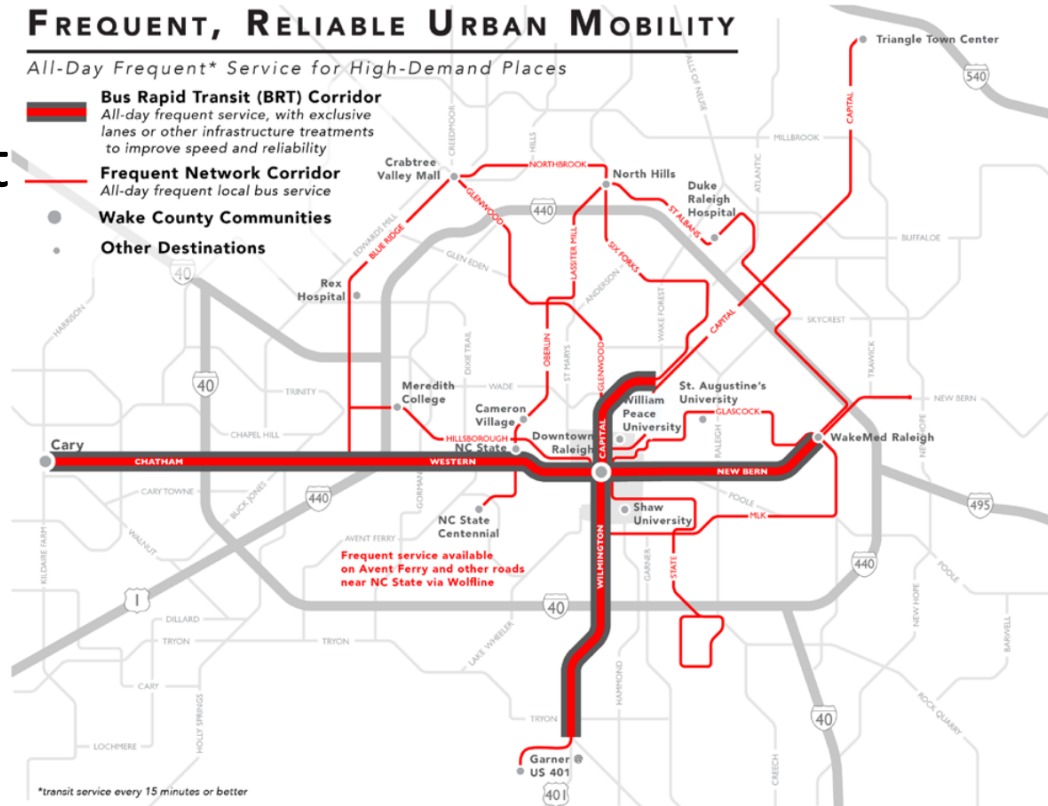
Source of Changes

Public Workshops	✓
Strategic Plan	✓
Other plans	
Departmental input	✓
Emerging trends	✓
Best practices	



4. Transit

- Update Key Maps:
 - T-2: Planned Transit Facilities
 - Urban Form Map
 - Growth Framework Map
- Amend Transit Policies



4. Transit

Source of Changes

Public Workshops



Strategic Plan



Other plans



Departmental input



Emerging trends



Best practices



FREQUENT, RELIABLE URBAN MOBILITY

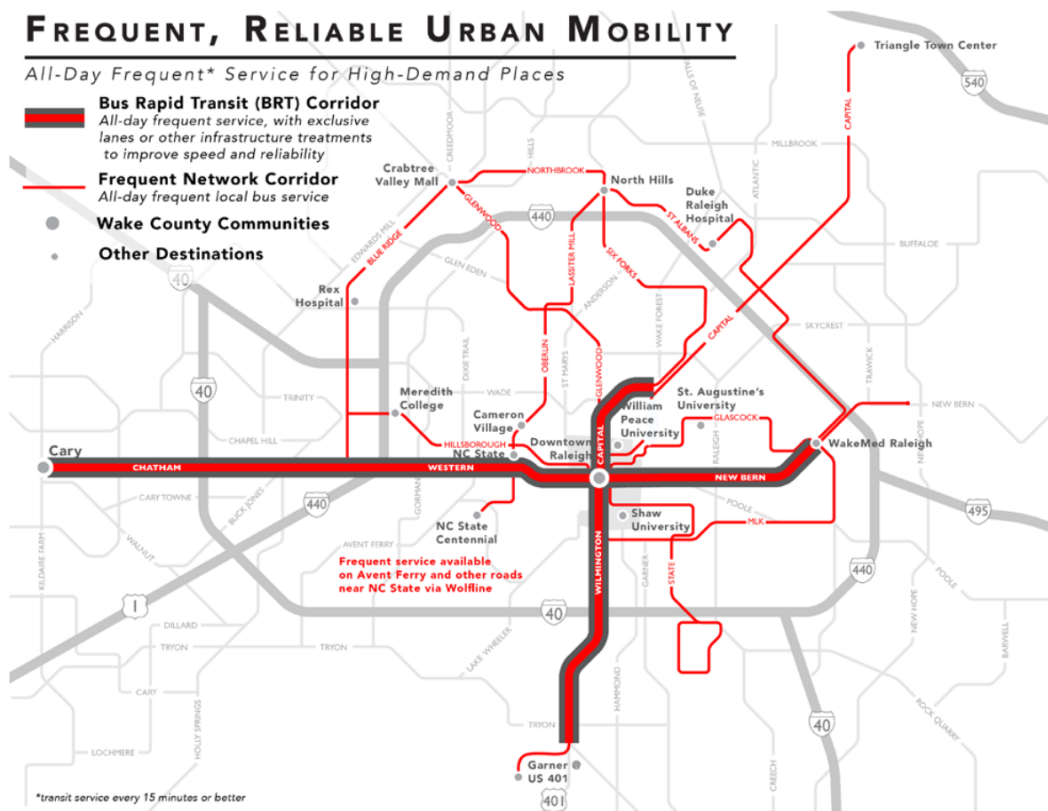
All-Day Frequent* Service for High-Demand Places

Bus Rapid Transit (BRT) Corridor
All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability

Frequent Network Corridor
All-day frequent local bus service

Wake County Communities

Other Destinations



5. Resiliency

- Enhance capacity & infrastructure to:
 - Identify trends, threats & opportunities
 - Acquire and use resources efficiently
 - Adapt/respond/withstand/recover from shocks & stressors



5. Resiliency

Source of Changes

Public Workshops	✓
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Strategic Plan	
----------------	--

Other plans	
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Departmental input	✓
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Emerging trends	✓
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Best practices	✓
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6. Affordable Housing

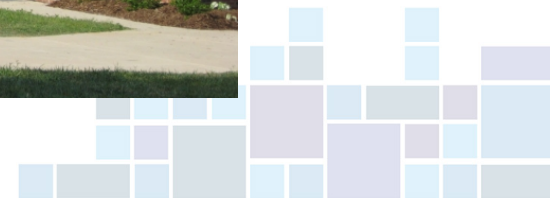
- Incorporate new Affordable Housing Strategy
- Incorporate new Affordable Housing Location Policy



6. Affordable Housing

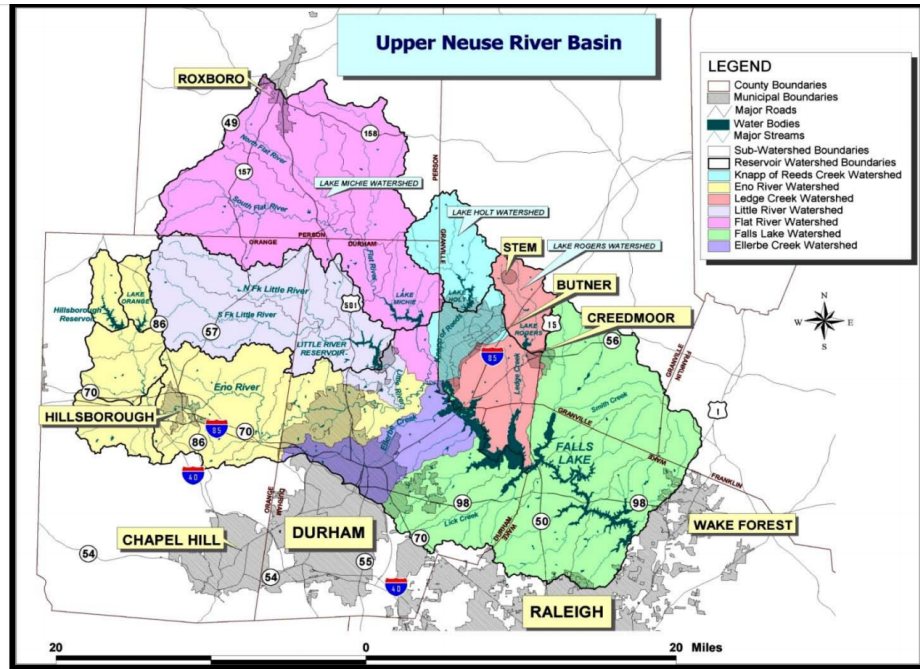
Source of Changes

Public Workshops	✓
Strategic Plan	✓
Other plans	✓
Departmental input	✓
Emerging trends	✓
Best practices	✓



7. Water Supply

- Reduction in per capita use
- Stronger focus on rehabilitation & repair
- New supply options
- Green Infrastructure & Low Impact Development



7. Water Supply

Source of Changes

Public Workshops

Strategic Plan



Other plans

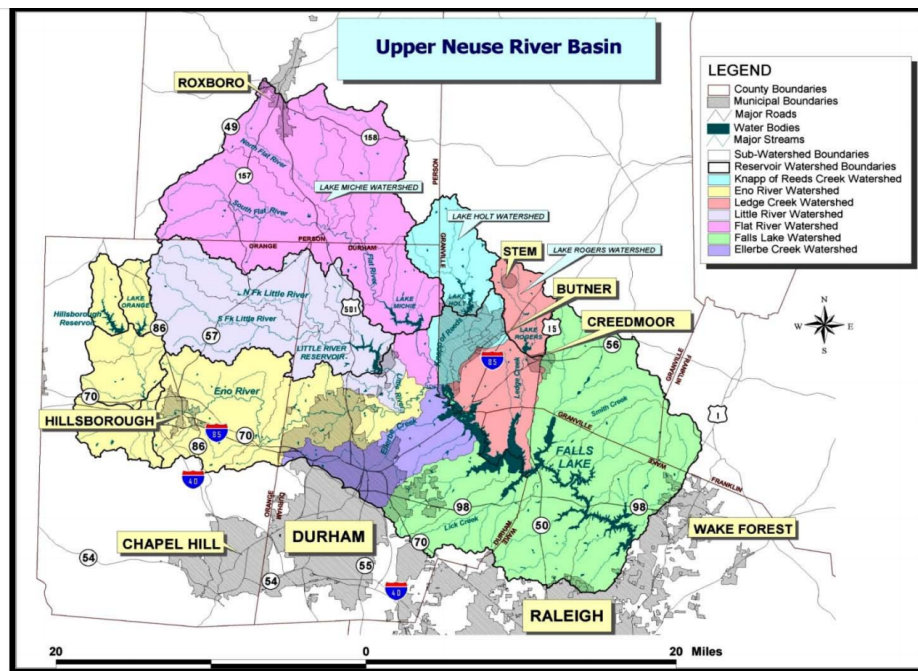
Departmental input



Emerging trends

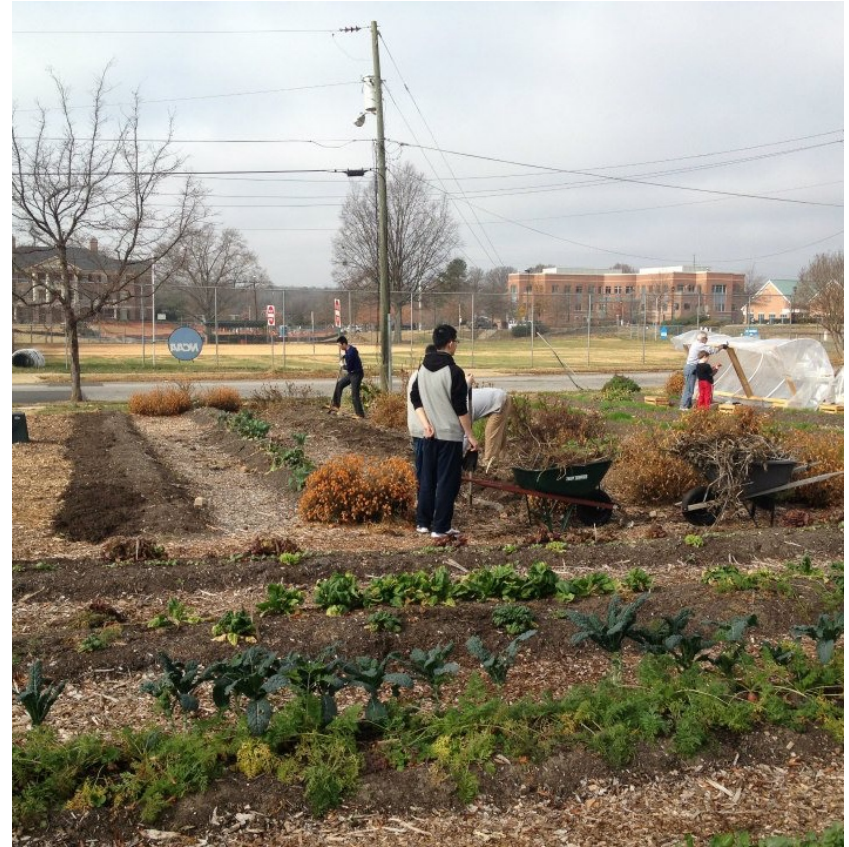


Best practices



8. Local Food Systems

- Expanded access to quality foods
- Updated policies for urban agriculture



8. Local Food Systems

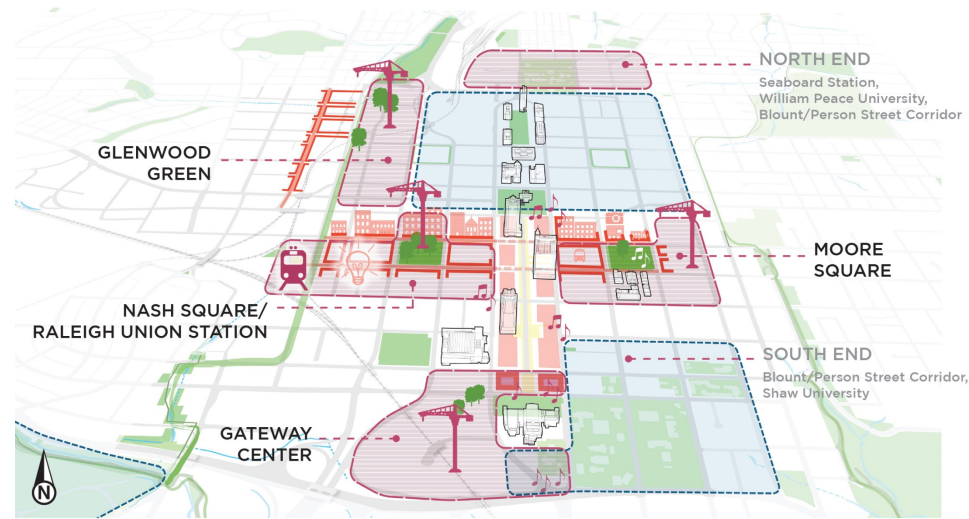
Source of Changes

Public Workshops	
Strategic Plan	
Other plans	✓
Departmental input	✓
Emerging trends	✓
Best practices	✓



9. Downtown Element

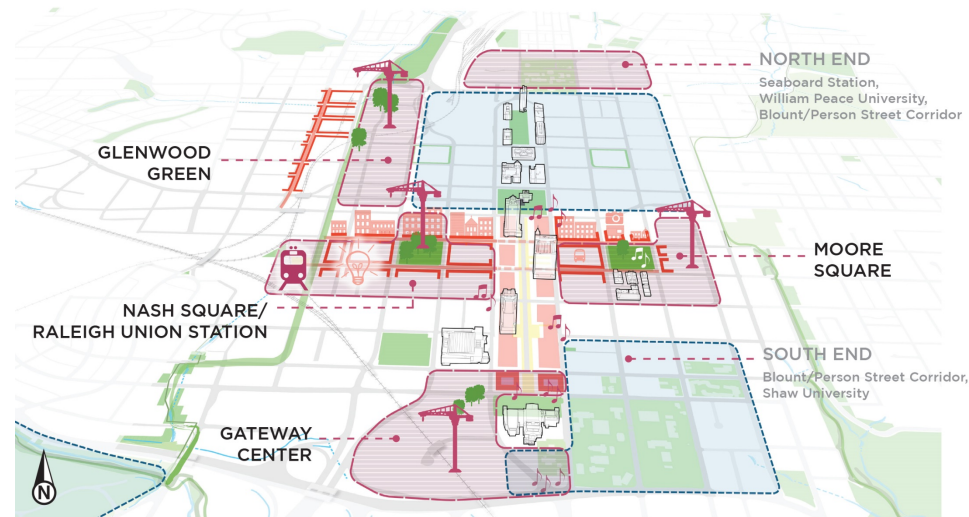
- Incorporate Catalytic Project Areas
- Parklets, food trucks, temporary uses, tactical urbanism
- Housing diversity



9. Downtown Element

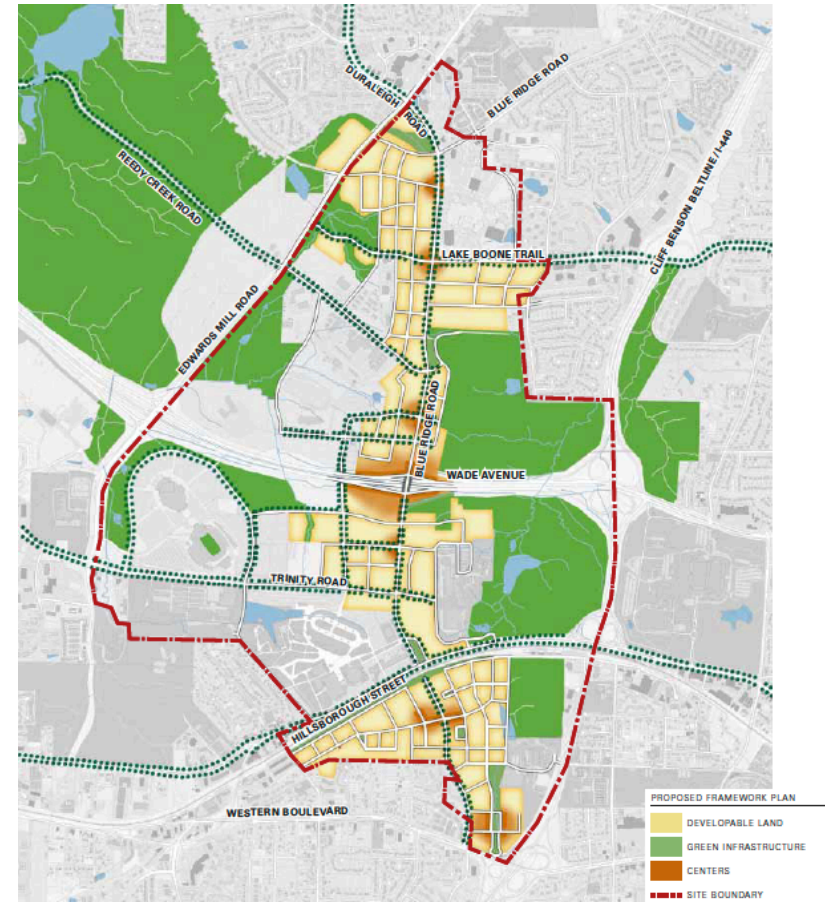
Source of Changes

Public Workshops	✓
Strategic Plan	✓
Other plans	✓
Departmental input	✓
Emerging trends	✓
Best practices	



10. Area Plans

- Renamed to “Area Specific Guidance”
- Provides a location for area-specific policies and maps
- Incorporate selected post-2009 area plans



10. Area Plans

Source of Changes

Public Workshops

Strategic Plan



Other plans

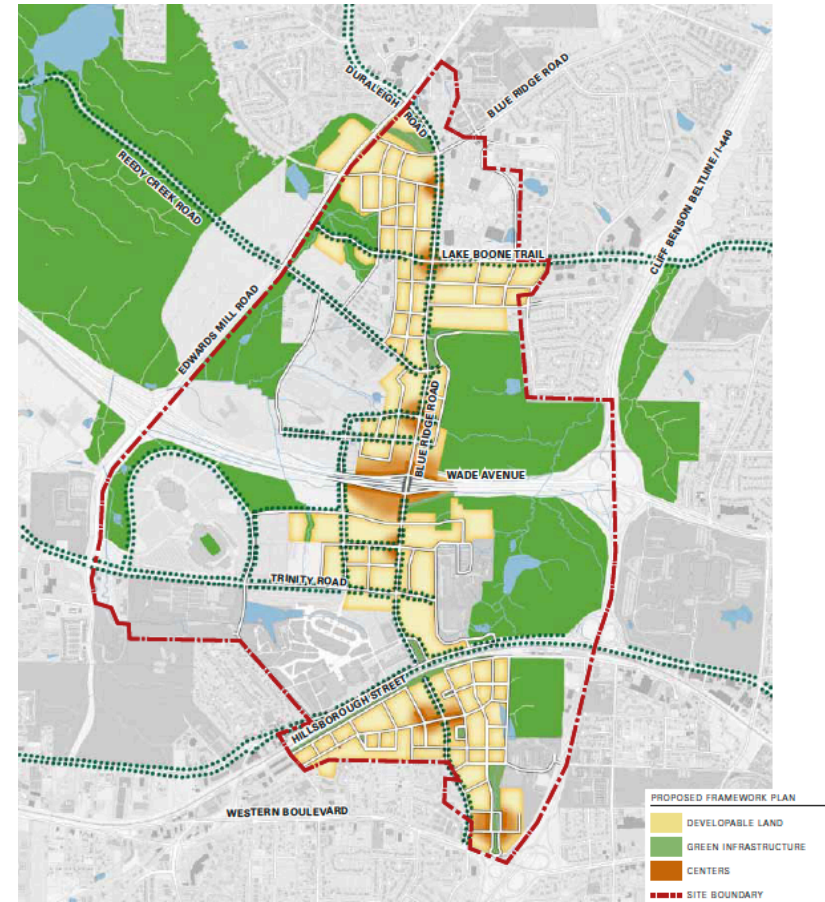


Departmental input



Emerging trends

Best practices



Next Steps

- Public Workshops
- On-line Review of White Paper
- Revised White Paper presented to City Council
- Drafting of Specific Changes
- Planning Commission Review & Recommendation
- City Council Review & Adoption

2030 Comprehensive Plan Update

